

SOUTH PRODUCTION NOTES

October 14, 2014
7-3 Shift

BASF EMPLOYEES
106 Last Recordable
467 Last Lost Time

Priorities 1 through 10 are basically all the same priority, should be considered urgent and will require call outs for maint issues and/or processing issues.

- 1) East Pfaudler/#3 P&S Dryer/#3RC/CTO
- 2) West Pfaudler
- 3) Reduction Towers
- 4) Reduction Tower Screeners
- 5) South PK
- 6) #1 Line
- 7) #2 Line/#2RC
- 8) #5 RC
- 9) #4 RC, Change over for the X-052 trial – cleaning instructions on Dennis Lucas' desk
- 10) Horne Tableting
- 11) Abbe/#6RC

#1 MED / AI-4190:

Down due to mixer coupling.

Midnight shift: Down until mixer coupling gets fixed.

Day shift: GEM is not schedule to repair until Wednesday morning

Afternoon shift:

#1 RC / Maintenance work:

Down-Work scheduled on calciner the weeks of 9/22 and 9/29.

Midnight shift: Down

Day shift: Down

Afternoon shift: Down

Exhaust to

#2 MED line / Cu-0860:

Down until spreader belt can be fixed. Also, we will be using Cu 3818 lot 484 in powder room.

Midnight shift: Down for spreader belt repair. The rod was welded, but when started up, it was so off balance that the frame began to crack. Spreader belt was shut off early on midnight shift. D.L. Page will need to weld the cracked frame.

Day Shift: Page working on repairing frame Tuesday morning

Afternoon Shift:

#2 RC/ Cu 0360:

Need to check the screener and get labels.

Midnight Shift: Discharge is set up. Will need to check the screener.

Day Shift:
Afternoon shift:

Exhaust to CTO

#3 Dryer/ D-1795 :

Continue to feed buggies as they become available.

Midnight Shift: Continued.

Day shift:

Afternoon Shift: Continued to feed.

#3 RC / D-1795:

Continue on. Keep feed rate @ 625 Lbs/Hr.

Midnight shift: Continued. Feed rate around 700. Trying to tweek downward.

Day shift:

Afternoon Shift: Continued.

Exhaust to CTO

New Pfaudler / V-2045 on hold, Zr-0405 is next.:

Acid wash completed, but not very successful. Lid was removed and pfaudler was power washed, but still has build up inside of it. When we restart, we need to vacuum off the tops of the bags. They cannot leave the department with vanadium on them.

Midnight shift: No change.

Day shift: No change.

Afternoon Shift: Cannot acid wash until more drummed **nitric acid delivers on Tuesday. We will then clean for X 052**

6 Tank / Vanadyl Oxalate:

Monitor tank.

Midnight Shift: Monitored tank.

Day Shift:

Afternoon shift: Monitor tank

National Dryer:

No activity. Will be using in 2-3 weeks.

Midnight Shift: No activity. Overtime operators on day shift can address.

Day shift: Power-wash National Dryer today

Afternoon Shift:

#4 RC / X-052 Next:

Light calciner-crown set at 400 degrees with 50 cfm purge air-K Kaput.

Midnight Shift: Calciner is lit and up to temperature.

Day shift:

Afternoon Shift:

Exhaust to 4A DC

#5 RC / Cu-3818:

Down due to plugged vac-u-max. When we are back and running, continue to feed Phibro Tech Cu Carb (not World Metals). W.O.W. for inspection of the 5A roto-lock (possibly worn paddles). (RS 9/8/14) – When run is complete.

Midnight Shift: Down. On hold.

Day shift:

Afternoon shift: On hold.

Exhaust to 5A DC

Abbe Blender / 5206:

ONLY run Abbe on off shifts and weekends.

Midnight shift: Made batches.

Day shift:

Afternoon Shift: On hold.

#6 RC / D-5206

Down until we get feed built up. Continue when we have feed and can run the Abbe.

Midnight shift: Will need assistance getting dryer to stay lit.

Day Shift: Electrician working on restarting

Afternoon shift:

Exhaust to Sly Scrubber

Tower 3/DPT 101:

Loaded and running.

Midnight Shift: Running.

Day shift: Running.

Afternoon shift:

Tower 6 / Cu-1230:

Continue. Loaded with the first load of Cu-1230.

Midnight Shift: Loaded and running.

Day shift: Running

Afternoon shift:

North Screener /DPT-101 :

Continue On.

Midnight shift: Continued.

Day shift:

Afternoon shift: Continued.

South Screener / Cu 1230 :

Continue On.

Midnight shift: Continued.

Day shift:

Afternoon Shift: Continued.

#2662 (west) Pill Machine / Al-3915 T 5/32:

Midnight shift: Continued, but having powder flow issues..

Day Shift: Continue

Afternoon shift:

#2664 (east) Pill Machine / Al-3915 T 5/32:

Midnight shift: Continuing to run.

Day shift: Continue

Afternoon shift:

Old Pfaudler / D-1795:

Continue. NEED 4 BATCHES PER DAY

Midnight Shift: Continued. Made 2 batches.

Day Shift: Continue

Afternoon shift:

7 Tank AMT:

Tank made on afternoon shift. Keep between 25 and 35. Thermocouple that was installed was annihilated, probably by the agitator. This may cause a line pluggage in the future.

Midnight Shift: Continue to monitor tank.

Day Shift:

Afternoon shift: Tank made.

PK Blender/Al Na Selexorb:

Continue to make the selexorb. Do not blow down the dust collector. Do not make batches if the DP on the dust collector is not in range. Be sure to clean the dust collector clean out ports.

Midnight Shift: Solution made, and also three batches made.

Day shift: Continue

Afternoon shift:

TK #2 / V-2046:

On hold.

Midnight shift: On hold for PAPR training

Day Shift: Will restart kiln (bring to to temps).

Afternoon shift:

TK #4 / Cu 0540 next (Sterotex screening for now):

This kiln is off.

Midnight shift:

Day Shift:

Afternoon shift:

Harrop Kiln / Al 3920/Al-4190 Next:

Continue to load and unload and assist screener operator. After lot 191-switch.

Midnight shift: Kiln was fixed around 2 am. Unloaded last of the good material that was fired before the blower kicked out. Several cars will need to be refired. No need to man on first shift as kiln is still not up to temperature.

Day Shift:

Afternoon shift:

Building 27 Belt Filter / Cu 6081:

No activity.

Midnight shift: No change.

Day shift: No activity until J Lewis notifies us.

Afternoon Shift:

For the weekend AMMONIUM METATUNGSTATE is in the rail shed. Versal 250 is in shipping and in the rail shed. Cu 1230 for the towers is in the pole barn. Catapal B for the AL 3915 pill mix will be on the truck in our dock 3. The D 1795 can be put on the truck in our dock 2 and when it is full start loading dock 1. There is a full pallet of 120 bags on the 1st floor and 114 bags are in the rail shed. There will be a bunch of empty super sack due in Monday.